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25X1	airfield betw	air ectivity and ees 7 and 19 Sept	errerait we ember 1953:	re coserved at J	eterbog Alte: 1	loger
ILLEGIB						ļ.
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	O September.	Batween 3:30 p.u	n. and 4:05 p	p.m , a single-en	gine aircraft v	i.th
. 4	ediar engine	was observed alor	t.			1 9
		dender. No air ac				4
J.,	TETTE LANGE.	After 10 a.m., a	Was fired a	at hy light as on	ne Dairean to	الشاحا
	A Branch a www.fftill	s were made by switt practiced flyin	ept-cack let	t lighters statio	ned at the fill	C. Up
	5 September.	Between 10 a.m.	and l. c.m	Mi(-)50 practice	d flying indica	مُع الله الدوداء
ij	wice over the	s of twos as night field. The alert	flight of A	At about 10:45 a MiG-169 was nor	.m., a Pe-2 c r	cled
3	THE OT THE THE	way. An additiona parked in front o	l o Mali15s.	8 77-10a. / Pa-	es and 1 sing a	-engine
<u>1</u>	6 September.	During the morni	n∈. swent⊸be	ick ist fighters	rawa obgonie i	* _ DA :
	o appending	a Il-10s took off observed at the w	and made a	30-minute flight	. An elert flig	tors. Es of
7) 20	7 September.	At about 5 p.m	three MiG-1	5s tayled under	hośw we	. 4
vorde.	he hangars to	the runway. Prev	iously, the	aircraft had been	nate own power	take-off
	n ne	SIFICATION SHORES		·		25X1

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point. The three aircraft made a 30-minute flight. At about noon, flying was practiced by swept-back jet fighters. At 2 p.m., the engines of the alort aircraft were started one after the other and ran forabout 3 minutes. At 2:05 p.m., a MiG-15 took off for a 35-minute flight.	
16 September. Between 9:30 a.m. and 3 p.m., MiG-15 and U-MiG-15s were repeatedly observed aloft. Three biplanes practiced flying after 3:30 p.m.	4
19 September. No air activity was observed. The weather was unfavorable 1	i
On 12 September, four MiG-15s of the alert flight were parked at the western and of the runway. Three aircraft had a blue stripe on the runder assembly and the fourth one had a red stripe. The latter aircraft was parked slip thy apart of from the others and always took off at first. On 17 September, eight alert MiG-15s were parked at the same spot as the 4 MiGs on 12 September. Save of the aircraft had a blue stripe and one had a red stripe.	25X1
At about 4 p.m. on 16 September, an air force general addressed 20 air force officers who had arrived in Altes Lager at 2 p.m. and marched from the relicon station to the airfield, carrying their wooden suitcases and boxes themselves. Among them were older officers with a white-haired captain as ranking officer. The officers were quartered in building U-26 of the former Hindenourg installs At about 4:30 p.m. on 16 September, the officers inspected the eight alert aircraft.	
The previously reported Major Pushkov (fnu) co-operated with the fighter plant Me supervised the erection of the searchlights which were utilized for ill and the towed cleave targets.	is. H <b>ii</b> ng
During the first half of September, SSD sentries were posted at guardhouse I where the civilians workers had topass when entering and leaving the airflaid. The SSD members were well known in town where they were repeatedly observed to with a major.	j ge <b>t</b> kor
The following air activity was observed between 15 September and 2 October:	i i
15 September. At about 7:30 a.m., three swept-back jet fighters took off individually at intervals of 600 to 700 meters. The aircraft assembled to a flight in a left back and climbed to very high altitudes. After a flight of 30 to 40 minutes, the aircraft landed at the field. At 10:30 a.m., another take-off was made by three swept-back jet fighters which made a high-altitude flight.	
19 September. Between 3 p.m. and 8 p.m., no air activity was conducted. There was a closed ceiling. Four twin-engine aircraft and 12 swept-back jet fighters use parked at the field and 3 jet fighters and 2 single-engine aircraft were observed in the open hangars.	† † † † † † † † † † † † † † † † † † †
22 September. At about 9 a.m. and 10 a.m., take-offs were made by high-wing monoplanes. After 11:30 a.m., two flights were performed by swept-back jeb flighters. An Li-2 landed at 2 p.m. and subsequently taxled to the hangers when the aircraft was unloaded.	· · · · · · · · · · · · · · · · · · ·
2 October. An Li-2 landed at 9:30 a.m. and took off at noon. Another Li-2 landed at about 1 p.m. A jet fighter took off at noon, made several local flights and landed about 12:30 p.m. 1	en e

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3.

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7. Fifteen fuel containers on wooden blocks were observed in the western extension of the fuel dump, referred to as T 1. The containers had the same size as railroad tank cars. Two redio masts, 15 to 20 meters high and about 100 meters

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		SECURITY CONTROL OF THE PROPERTY.	
		- 3 <del>-</del> 3 - 1	25X1
25X1		apart, were located in the quartering area at the field. They were interconnected by a double-wire automa. Trucks observed. 5	₫ 25X1
	8.	weather was hazy. On 21, 22, 23 and 24 September, air activity was conducted by swept-back jet fighters.	
• •	9.	On 27 September, 13 MG-16s were observed at the field. No sir activity has observed at 10:30 a.m.1	
25X1	1.	Connent. Justerbog Altes Lager airfield is occupied by two fighter regimes	e.ts
		one of which was transferred from Zerbst to Jueterbog in early Au ust 1903. Four to six twin-engine sircraft are also stationed at the field. They are used for	1
25X1		target representation for AA gun firing practices at the firing reach in the	
25X1		area of the Jueterbog troop training grounds.	
25X1	2.		
25X1	3.	Comment. The assignment of the general officer is not known. Fossibly, be is the commander of the fighter division to which the two fighter regiments in Justerbog Altes lager are assigned. According to a previous report, building U-26 is occupied by members of one fighter regiments.	
25X1	L. • [	firing practices by the pilots. Among other duties he is probably in charge of the target-tow detachment for the air units.	4
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